



**Bicycle/Pedestrian
Advisory
Committee
of the
Metropolitan
Planning
Organization
for the
Miami Urbanized
Area**

Chairman
Ted Silver

Members
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Brian Hannigan

Bruce Henderson

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DRIVE
SOUTH MIAMI, FLORIDA

A G E N D A

**MEETING OF WEDNESDAY, AUGUST 27, 2003
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF JULY 30, 2003
- III. ACTION ITEMS
 - A. TRANSPORTATION ENHANCEMENT PROGRAM – D. Henderson
- IV. DISCUSSION ITEMS
 - A. BIKE&RIDE UPDATE – C. Forbes, MDT
 - B. AA ARENA/BAYSIDE PEDESTRIAN BRIDGE – D. Henderson
- V. INFORMATION ITEMS
 - A. RICKENBACKER CSWY. UPDATE – J. Cohen, M-DPW
 - B. SOUTH DADE TRAIL EXTENSION – S. Brand, OPTM
 - C. LUDLAM TRAIL EVENT – D. Henderson
 - D. TRAIL LINK CONFERENCE REPORT – D. Henderson
 - E. FDOT COORDINATORS MEETING – D. Henderson
 - F. *BICYCLING STREET SMARTS* - FBA
 - G. JULY 2003 PROGRESS REPORT – J. Manzella
 - H. *GET TO KNOW YOUR COMMISSIONER* – MDTV

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, AUGUST 27, 2003

MEMBERS PRESENT

Brett Bibeau Sheila Boyce Bruce Henderson
Ted Silver Amado Leon

MEMBERS ABSENT

Brian Hannigan Barry Burak

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Patrick H-Daniel, Miami P&Z
Felix Van Cotthem, Miami P&Z Roberta Lovett, Cyclist Noel Cleland, Cyclist

The meeting began at 7:30 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	SB: <i>Motion to approve Minutes of 7/30/3; seconded by BB; vote - unanimous.</i>
TRANSPORT- ATION ENHANCE- MENT PROGRAM	- DH: The Miami area has benefited from this federal funding program; a list of some past projects are in the Agenda. Some Congress members want b/p projects eliminated from the next reauthorization. Many organizations are fighting to keep them in; a summary is also provided. The Rails-To-Trails Conservancy has provided a draft resolution for consideration. It is his understanding that Commissioner Morales plans to ask the MPO Governing Board to send a similar resolution to Congress. The sample resolution also mentions the Safe-Routes-To-School program. BB: <i>Motion to send a resolution on behalf of the BPAC, as described in the R-T-T draft resolution; seconded by AL; vote unanimous.</i>
MDT BIKE&RIDE UPDATE	- DH: MDT's Marketing Dept. sent him notice that the kick-off event for B&R relaxed regulations is being postponed, pending coordination of Commissioners' Souto and Moss schedules. MDT wants to eliminate permit requirements for bus riders. BB: Bike-To-Work should be part of this initiative. DH: <i>A live radio broadcast by WQBA from the Palmetto Metrorail Station will be done on September 4th between 9-11 a.m.</i> One the hosts often talks about commuting by bike. MDT Marketing staff are asking if any BPAC member is interested in participating. AL: The hostess is an acquaintance. He may be able to attend. TS: <i>Requested DH to e-mail the members the notification for reference.</i> BB: The gates to the Miami River, along the Metrorail alignment were opened. A Miami Police Officer was concerned of children falling into the river. He has since retracted his concerns, noting a fence along the shoreline to prevent this from happening.
AA Arena Update	- DH: There hasn't been any action since the last time this was brought before the group. The Arena group is trying to back-out of their commitment; the Bayside group wants it; and, the County is caught in the middle. The MPO Director is asking for a letter, as well as the resolution passed previously, to forward to the appropriate parties. TS: This needs to be done to reinvigorate the idea. SB: This was part of the original contract. DH: Alleviating the Arena group of this obligation has been discussed. The County was supposed to contribute \$1 million, with the Arena group paying the rest; one estimate was about \$3-4 million. Some don't see a need to connect the Bayside parking garage. AL: As he recalls, there was money set-aside in escrow for this purpose. DH: That was probably the public-money portion.

	<p>TS: If it is part of a contract, that needs to be stressed by the MPO. Perhaps the County Attorney's Office can provide more information.</p> <p>DH: <i>He will check</i>; but, it is his understanding that it is a requirement.</p> <p>TS: <i>Requested a response to the BPAC's official letter.</i></p> <p>BB: <i>Would like to review the area of the Development Order addressing the matter.</i></p> <p>The Assistant County Mgr. gave several examples and cost estimates for bridge types.</p> <p>PH-D: The City is hoping the bridge is built. There may be obligation wording in the Special Permit applications.</p>
TRANSPORT- ATION ENHANCE- MENT PROJECTS REVIEW	<p>DH: A summary ranking sheet is in the Agenda. The #1 project was lighting along a Miami Springs bike path; #2 is East Allapattah Greenway; #3 is Miami Beach's Northern Gateway Greenway; #4 is the I-95 Linear Park. These are probably the only projects that would receive a funding allocation this cycle; it depends on how much FDOT ends up with. South Miami's Church St. project is #5.</p> <p>BH: Inquired as to the eligibility of the I-95 project.</p> <p>DH: It is a scenic enhancement along NW 6 Av. The same logic was used for the Miami Circle; the viewshed of the Miami River is being preserved.</p> <p>TS: A casual glance at these environments when passing by can be rewarding.</p> <p>BH: Beachwalk is under construction.</p> <p>BB: The City of Miami controls funds for Riverwalk; he has no control on development.</p>
SOUTH DADE TRAIL EXTENSION	<p>- DH: Last month, the group asked for clarification on a few issues. The Project Mgr. has responded: <i>the trees along the path will be planted 2 feet from the edge; and the asphalt will be 1" thick.</i> This is standard. <i>The FDOT will maintain a minimum of 36" clearance along the eastern US-1 sidewalks and the utility poles.</i></p> <p>TS: The BPAC was also concerned with tree limbs overhanging the path.</p> <p>DH: <i>Will discuss this with the Project Mgr.</i></p>
LUDLAM TRL. PROJECT	<p>- DH: The City of South Miami and several groups are pushing this project through. Congresswoman Lehtinen is in the process of securing funds to purchase the land. On August 9th an event was held. The B/P Program had a tent; Commissioner Moralez and State Representative Robina attended. A group of 75-100 people walked along the tracks to imagine possibilities. Nothing is certain at this time; but it seems hopeful.</p>
FDOT COORDIN- ATORS MEETING	<p>- DH: Every year the Coordinators meet. A new State Coordinator was hired earlier this year. The State Office is stressing identification of high-crash areas within local areas, and developing engineering solutions. Miami-Dade has identified its areas; FDOT and the County are starting to develop projects addressing the issue. Many crashes are in South Beach; NW 6th and 47th Aves. are problematic also. A summer intern has input 6-years worth of bike crash locations. One thing to understand is: although Miami Beach has many cyclists and many bicycle crashes, it isn't an inherent problem because of more usage. Another is that: it may be difficult for engineering countermeasures to be effective. Usually, educational countermeasures are more effective for cyclists/motorists.</p> <p>TS: Assumes Key West bike accidents would be similar to Miami Beach's. Perhaps there is something to learn by comparing the two.</p> <p>BH: Often, children on bikes is the major group; for the beach, it is 20-30 year olds. They are often inebriated. Miami Beach has the highest percentage of no-automobile families for a major metropolitan area within the nation - 33%. This correlates to the highest alternative transportation usage - 18%. It is also the 6th most-densely populated area in the nation; that doesn't count the 10 million annual visitors. All of this integrated into it's small geographic area, inferior road design and the County's antiquated traffic</p>

	management; so, problems are bound to arise. There are efforts to alleviate problems. The Miami Beach Commission sent Congress a request to reauthorize TE grants.
TRAIL LINK CONFERENCE REPORT	- DH: This biannual event is sponsored by the Rails-To-Trails Conservancy. It was held this year in Providence, RI; which was in decay back in the 1970-80's. Their Mayor pushed for major infrastructure improvements. Major issues included: international policy, Congressional funding and grants, safety and health. An estimated 60% of Americans are overweight, including 1/3 of children; physical activity is an effective countermeasure. Smart systems and rehabilitating older trails were other topics. Exhibits from construction firms were on display. Their riverwalk is a great example of what can be done. Unique community involvement projects and media relations were highlighted. Doctors prescribing physical activity is an example of alternative countermeasures. The FDOT has hired a contractor to propose new trail designs. A presentation on 23 trail design guidelines was well received. Social marketing was promoted - Clean Air initiatives, stressing health benefits, and a "Penny for Pinellas" are examples. A consultant suggested that talking about the technical aspects of the project bore people; instead, promote the experience - seeing, hearing and visiting. Providence has a 14 mile rail-trail. A volunteer for that project noted that resistance was high in the beginning. There was vandalism, negative letters to newspapers and threats; but they kept pushing the project and eventually started changing the consensus to build it. Three separate towns that were against it finally changed their views. A supportive environment is necessary for the public to follow a healthy lifestyle; and trails provide that. Each month, there is a very popular event along the Providence riverwalk which draws tens of thousands of visitors. There are only chains blocking anyone from falling into the river.
BICYCLING STREET SMARTS	- DH: This is a comprehensive booklet on safe riding. The FBA is distributing it upon request through coupons (provided in Agenda pkg.) or by e-mail. It covers the basics to riding in a pace line, touring, etc. "Share the Road" license proceeds help cover the costs.
GET TO KNOW YOUR COMMIS- SIONER	- TS: This MDTV segment was recorded on 7/20/3 with AL, DH and Jeff Cohen. It will be shown later, so that the committee can finish business. Anyone who wants to stay can watch it tonight.
AUGUST PROGRESS REPORT	- TS: A copy is included in the Agenda pkg. for each member's review. BH: Concerned that years after several b/p plans have been introduced, the Public Works Dept. does not have staff to implement them. He has discussed this issue with FDOT staff; it is creating problems in complying with their long-range plans. They have to shift funds around to avoid losing them. The amount can be as much as \$14 million. There are provisions in the TE grant to pay for administrative costs to hire staff to review the projects. <i>If Public Works isn't willing to move forward, these funds should be released for other projects that other municipalities are eager to construct.</i> Inquired if there was a process for re-appropriations of these funds. DH: There is. He hopes to use every means possible to get those projects that are funded constructed. <i>At the County Directors' meeting next month, this will be a topic.</i> BH: Municipalities may be willing to accept responsibility for projects within their area. TS: <i>Will go before the MPO Board at the next meeting and mention the problem.</i> DH: <i>Will supply him with more information: a list of projects, dollar amounts, etc.</i> BH: Perhaps the BPAC should send the MPO Director a letter stating concerns. DH: The South Dade Greenway Network (SDGN) has about \$5 million available. The Public Works Dept. hired a consultant for preliminary designs along a couple of trails.

	<p>BH: The Master Plan spelled-out where the trails would be located; but, when it came to designs, the consulting team had internal disputes, along with Public Works, other departments, and the BPAC. Then, the project was broken into smaller pieces to be better managed. Then, Public Works proposed hiring their own B/P Engineer; which didn't happen. They don't consider this non-motorized network a priority.</p> <p>RL: Inquired if the SDGN facilities were to be paved.</p> <p>DH: Most trails furthest west are planned not to be paved; but, access improvements, trail heads and landscaping are planned. One of the first priority projects was the Biscayne Trl., south from Black Point Pk. to Homestead Bayfront Pk., then west through Downtown Homestead to the Everglades Trl. The only trails that were developed were the Everglades and Southern Glades Trls. They are both unpaved and accessible near the entrance to Everglades National Park. They are nice ATB trails. The Southern Glades Trl. goes all the way to Manatee Bay, with a tunnel under US-1. It is about 15 miles long. Landscaping and maps were done. The South Dade Trail, (which is paved), was/is being developed by MDT. The MPO Director is aware of the issues, so a letter isn't necessary.</p> <p>BH: The Parks Service, City of Homestead, etc. may be interested in these projects if they know that funding is secured, but threatened.</p> <p>DH: It is a shame that the SDGN is stalled. It came out of citizen charrettes after Hurricane Andrew, and was to assist with the economic recovery of the region, an effort to raise awareness of urban residents of how much rural/wilderness area is still available to experience; as well as a step for preservation of sensitive lands. He presumes environmental groups should be more supportive.</p>
MISCEL- LANEOUS	<p>{ BB: <i>On September 11th a tribute will be held with enforcement displays and a bike ride from Brickell Park to Virginia Key.</i> He plans to attend.</p> <p>{ RL: Concerned with the closing of streets along the next segment of the bus/bikeway. There should be b/p access to the trail.</p> <p>DH: Most of streets will have b/p access. Some neighborhoods didn't want access.</p>

{ The meeting was adjourned at 8:30 p.m.